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COUNTRY Soviet Union (East Germany) REPORT NO. [REDACTED]

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TOPIC Information Supply Depot in Frankfurt/Oder

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EVALUATION [REDACTED] PLACE OBTAINED [REDACTED]

DATE OF CONTENT [REDACTED] 25X1C

DATE OBTAINED [REDACTED] PREPARED 22 June 1951

REFERENCES [REDACTED] 25X1A

PAGES 7 ENCLOSURES (NO. & TYPE) [REDACTED]

REMARKS [REDACTED]

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1. Between 18 December 1950 and 19 January 1951, it was established that the main ration supply depot in Frankfurt/Oder, [REDACTED] was subordinate to a headquarters in Potsdam. It was also learned that all officers and administrative officers of the depot returned to the U.S.S.R. on 17 January 1951, with the exception of Lieutenant Colonel Kalinin (fnu), depot commandant, and his deputy, an unidentified captain (Adm). (1)

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2. Rail shipments of foodstuffs which arrived at the main supply depot between 18 December 1950 and 19 January 1951 included: 10 cars with vegetable oil from Wittenberge, and 8 cars with noodles and 6 cars with sugar, origin unknown, on 18 December 1950; 8 cars with sugar, origin unknown, on 19 December 1950; 1 car with butter and lard from Berlin-Zentralviehhof, and 6 cars with dried potatoes and 5 cars with dried vegetables, origin unknown, on 20 December; 2 cars with dried potatoes and 3 cars with dried vegetables origin unknown, on 21 December; 1 car with meat from Berlin-Zentralviehhof on 24 December; 1 car with meat from Leipzig on 3 January 1951; 1 car with meat from Leipzig on 5 January; 1 car with fresh meat from Leipzig on 11 January; and 1 car with fresh meat from Leipzig on 19 January.

3. It was notable that, with the exception of fresh meat, no more shipments of foodstuffs arrived after Christmas 1950, neither from the U.S.S.R. nor from the Soviet Zone of Germany. Between 21 December 1950 and 19 January 1951, several warehouses were completely cleared out. The purpose of this measure was unknown.

4. Rail shipments of foodstuffs which were dispatched from the main supply depot between 21 December 1950 and 19 January 1951 included: 2 cars with canned cherries, 2 cars with canned meat, 2 cars with rice, 1 car with semolina, 2 cars with peas, 3 cars with groats, 2 cars with barley, 2 cars with sugar, 4 cars with makhorka tobacco, 1 car with millet, and 1 car with biscuits to Juchterlog on 21 December; 4 cars with makhorka tobacco, 4 cars with sugar, 2 cars with canned meat and 1 car with salt to Werswalde on 23 December;

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2 cars with vegetable oil, 1 car with dried bread, 1 car with sugar, 1 car with biscuits and tea, 1 car with canned cherries, 1 car with canned meat and 2 cars with tapioca to Fuerstenberg/Mecklenburg, on 8 January; 3 cars with barley, 2 cars with makhorka tobacco, 1 car with canned meat, 2 cars with canned cherries, 1 car with biscuits, 1 car with tea, 1 car with dried fruit, 1 car with dried bread and 1 car with vegetable oil to Erfurt on 11 January; 5 cars with barley, 4 cars with sugar, 2 cars with canned tomato concentrate, 2 cars with canned meat, 4 cars with makhorka tobacco, 1 car with vinegar, and 2 cars with rice to Fuerstenberg on 12 January; and 4 cars with peas, 2 cars with tapioca, 4 cars with makhorka tobacco, 2 cars with sugar, 1 car with dried apples, 4 cars with noodles and 1 car with vegetable oil to Juterbog, [REDACTED] on 19 January. No shipments were dispatched between 24 and 31 December 1950, as a committee from Potsdam was stock-taking. (2)

Between 18 December 1950 and 19 January 1951, motor vehicles of nearby army and air force units picked up fresh meat every second or third day. Trucks belonging to air force [REDACTED]

[REDACTED] belonged to the army and were driven by personnel some of whom wore artillery insignia. (3)

Rail shipments of foodstuffs which arrived at the main supply depot between 20 January and 2 February included 15 cars with flour, 4 cars with barley, 3 cars with groats, and 2 cars with rolled oats from Jutzen on 23 January; 19 cars with flour and 8 cars with peas from Jutzen on 24 January; 10 cars with flour, 8 cars with noodles and 1 car with meat from Leipzig on 25 January; 10 cars with noodles, 10 cars with makhorka tobacco and 5 cars with vegetable oil, origin unknown, on 27 January; 21 cars with flour from Jutzen, and 16 cars with flour from Riesa on 30 January; and 1 car with meat from Leipzig on 31 January. (2)

Rail shipments of foodstuffs which were dispatched from the main supply depot between 20 January and 2 February included 3 cars with makhorka tobacco, 6 cars with sugar, 8 cars with noodles, 1 car with tea and 7 cars with salt to Juterbog on 20 January; 10 cars with flour, 3 cars with sugar, 8 cars with noodles, 2 cars with vegetable oil and 2 cars with canned tomato concentrate to Erfurt on 22 January; 1 car with canned tomato concentrate, 1 car with tapioca, 1 car with makhorka tobacco, 1 car with sugar, 1 car with barley and 1 car with cigarettes to Eberswalde on 24 January; 16 cars with flour, which had arrived from Riesa on 30 January, to Satzkorn on 31 January; and 5 cars with makhorka tobacco, 5 cars with noodles, 4 cars with vinegar and 1 car with cigarettes to Satzkorn on 2 February. (2)

Trucks which picked up supplies between 20 January and 2 February every [REDACTED]

(3)

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9. Rail shipments of foodstuffs which arrived at the main supply depot between 5 and 22 February included 1 car with fresh meat from Leipzig on 5 February; 20 cars with flour from Wurzen, and 5 cars with noodles from Heidenau on 8 February; 9 cars with sugar from Halle; 4 cars with tapioca from Jenthin, and 11 cars with vegetable oil from Wittenberge on 9 February; 1 car with bay-leaves and 9 cars with sugar, origin unknown, and 6 cars with makhorka tobacco from Brest Litovsk on 10 February; 5 cars with noodles from Heidenau on 12 February; 1 car with fresh meat from Leipzig on 13 February; 1 car with dried potatoes and 1 car with dried carrots, origin unknown, on 14 February; 2 cars with dried cabbage and 9 cars with noodles, origin unknown, on 15 February; 6 cars with noodles from Heidenau on 17 February; 20 cars with flour from Wurzen, and 5 cars with salt and 3 cars with sugar, origin unknown, on 19 February; 1 car with fresh meat from Leipzig, and 1 car with dried bread and 2 cars with canned cherries, origin unknown, on 20 February; 1 car with fish from Leipzig on 21 February; and 4 cars with tea from Brest Litovsk on 22 February. (2)

10. Rail shipments of foodstuffs which were dispatched from the main supply depot between 9 and 21 February included 16 cars with flour to Jueterbog, [REDACTED] on 9 February; 13 cars with flour and 1 car with cigarettes to Oberswalde on 10 February; 9 cars with sugar, 4 cars with dried bread and 3 cars with flour to the main supply depot in Satz Korn on 11 February; 3 cars with makhorka tobacco and 1 car with bay-leaves to the main supply depot in Satz Korn on 13 February; 2 cars with dried cabbage and 6 cars with noodles to Satz Korn on 16 February; 8 cars with flour to Jueterbog, [REDACTED] on 19 February; and 2 cars with mixed supplies to Puerstenberg/Mecklenburg on 21 February. (2) and (4)

11. Escorting personnel stated that the same number of railroad cars dispatched from Wurzen to Frankfurt/Oder also goes from Wurzen to the supply depot in Satz Korn. (5)

12. Between 5 and 22 February the following trucks which picked up fresh meat every second or third day were identified:

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13. After 15 February, a large quantity of field kitchens with two rubber-tired wheels and field bakeries with four rubber-tired wheels arrived by water at Frankfurt/Oder-winter harbor from the U.S.S.R. via Stettin and were stored in the two warehouses at the harbor. (6)
14. Rail shipments of foodstuffs which arrived at the main supply depot between 26 February and 9 March included 10 cars with makhorka tobacco from Brest Litovsk, and 6 cars with vegetable oil from Wittenberge on 26 February; 1 car with meat from Leipzig on 27 February; 1 car with dried bread and 9 cars with noodles, origin unknown, on 28 February; 8 cars with makhorka tobacco, origin unknown, and 1 car with tea from Wittenberge on 5 March; 3 cars with vegetable oil from Wittenberge on 6 March; 4 cars with peas and 2 cars with rolled oats, origin unknown, 3 cars with barley from Wurzen, and 5 cars with noodles from Heidenau on 7 March; and 1 car with meat and 2 cars with canned fish from Leipzig on 9 March. (2)

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14. Rail shipments of foodstuffs which were dispatched from the main supply depot between 24 February and 9 March included 9 cars with noodles to Erfurt on 24 February; 1 car with meat and 1 car with dried bread to Satz Korn, and 32 cars with flour to Jueterbog on 1 March; 4 cars with dried potatoes, 2 cars with dried carrots, 2 cars with dried onions, and 5 cars with dried cabbage to the U.S.S.R. on 2 March; 7 cars with rice to Satz Korn on 5 March; 1 car with rice, 4 cars with sugar, 2 cars with salt and 2 cars with biscuits to Fuerstenberg on 7 March; 2 cars with vegetable oil, 2 cars with canned tomato concentrate, 1 car with matches, bay-leaves, pepper, tea and cigarettes, 1 car with rice, 2 cars with flour, 1 car with peas and 2 cars with barley to Jueterbog on 8 March; and 3 cars with sugar, 2 cars with biscuits, 2 cars with salt, 2 cars with barley, 3 cars with groats, 3 cars with peas, and 1 car with pepper and bay-leaves to Erfurt on 9 March. (2)
15. Rail shipments of foodstuffs which arrived at the main supply depot between 1 and 27 March included 3 cars with biscuits and 3 cars with barley from Wurzen on 1 March; 3 cars with biscuits and 3 cars with barley from Wurzen on 10 March; 6 cars with dried potatoes, 6 cars with dried carrots, and 3 cars with dried bread, origin unknown, on 11 March; 6 cars with dried cabbage, 3 cars with dried carrots and 2 cars with dried onions from direction of Poland on 13 March; 6 cars with dried cabbage from direction of Poland on 14 March; 17 cars with flour from Wurzen, and 5 cars with noodles from Heidenau on 16 March; 9 cars with noodles from Riesa, and 1 car with dried carrots and 2 cars with dried cabbage from direction of Poland on 17 March; 6 cars with dried potatoes from direction of Poland; 23 cars with flour from Wurzen, and 1 car with fresh meat from Leipzig on 19 March; 9 cars with vegetable oil from Wittenberge on 21 March; 13 cars with flour from Riesa on 22 March; and 14 cars with makhorka tobacco from Brest Litovsk on 27 March. (2)
17. Rail shipments of foodstuffs which were dispatched from the main supply depot between 12 and 30 March included 3 cars with barley, 1 car with sugar, 1 car with bay-leaves, pepper and matches to Fuerstenberg; and 1 car with makhorka tobacco, 2 cars with groats and 1 car with bay-leaves, pepper and biscuits to Eberswalde on 12 March; 1 1/2 cars with flour to Jueterbog on 19 March; 4 cars with groats, 4 cars with flour and 1 car with salt to Erfurt on 21 March; 3 cars with groats, 2 cars with flour, 1 car with biscuits, 1 car with peas, 2 cars with makhorka tobacco, 1 car with canned tomato pulp and 1 car with vegetable oil to Jueterbog on 23 March; and 3 cars with makhorka tobacco to Satz Korn on 30 March.
18. The warehouses, which were cleared out some time ago, have repeatedly been restocked with ration supplies since then.
19. Soviet soldiers were seen digging foxholes and slit trenches for the personnel of the main supply depot after Easter 1951. On 29 March, soldiers were seen digging under lights until 10 p.m.
20. The previously mentioned field kitchens and field bakeries were still stored in the two warehouses at the Frankfurt/Oder winter harbor on 20 March. There were about 300 field kitchens and 25 field bakeries. (6)

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21. Rail shipments of foodstuffs which arrived at the main supply depot between 6 and 14 April included 14 cars with sugar from Halle on 6 April; 1 car with meat from Leipzig on 7 April; 11 cars with flour from Riesa-harbor on 8 April; 1 car with herrings from Satzkorn on 9 April; 10 cars with vegetable oil from Wittenberge on 11 April; 1 car with meat from Leipzig on 12 April; 6 cars with groats and 5 cars with flour from Heidenau on 13 April; and 2 cars with dried bread, origin unknown, on 14 April. (2)
22. Rail shipments of foodstuffs which were dispatched from the main supply depot between 5 and 14 April included 2 cars with rice, 2 cars with makhorka tobacco, 2 cars with groats, 2 cars with dried potatoes, 2 cars with flour, 1 car with sugar, 1 car with semolina, 1 car with salt, 1 car with vegetable oil and 1 car with matches and vinegar to Jüterbog on 5 April; 4 cars with noodles, 2 cars with makhorka tobacco, 2 cars with peas, 2 cars with sugar, 4 cars with salt, and 1 car with vinegar, pepper, tea and matches to Erfurt on 6 April; 14 eastbound cars with noodles, on 7 April; 23 eastbound cars with noodles, on 9 April; and 4 cars with makhorka tobacco, 4 cars with noodles and 1 car with pepper and bay-leaves to Fuerstenberg on 14 April.
23. On 11 April, Lieutenant Colonel Kalinin (inu), chief of the main supply depot, was rather suddenly ordered to Moscow for a conference. (1)
24. Rail shipments of foodstuffs which arrived at the main supply depot between 15 April and 17 May included 5 cars with noodles and 1 car with dried bread, origin unknown, on 15 April; 3 cars with vegetable oil from Wittenberge, and 7 cars with flour, 3 cars with peas, 5 cars with groats and 5 cars with barley from Wurzen on 16 April; 4 cars with makhorka tobacco, 1 car with powdered mustard, 1 car with artificial pepper, 1 car with bay-leaves and 2 cars with tea from Brest Litovsk on 17 April; 10 cars with flour from Heidenau on 19 April; 5 cars with noodles, origin unknown, on 20 April; 8 cars with buckwheat and 4 cars with makhorka tobacco from Brest Litovsk on 21 April; 5 cars with flour, 4 cars with peas, and 4 cars with groats from Wurzen and 1 car with makhorka tobacco from Brest Litovsk on 24 April; 14 cars with flour from Wurzen and 5 cars with flour from Magdeburg on 26 April; 8 cars with makhorka tobacco from Brest Litovsk on 27 April; 1 car with meat from Leipzig, 2 cars with herrings and 1 car with fish from Satzkorn, and 1 car with makhorka tobacco from Brest Litovsk on 29 April; 10 cars with flour from Magdeburg, and 20 cars with flour from Wurzen on 30 April; 14 cars with salt from Stassfurt, and 6 cars with noodles from the U.S.S.R. on 4 May; 44 cars with sugar from Halle and Rositz on 7 May; 6 cars with flour from Wurzen on 9 May; 11 cars with flour from Wurzen, and 10 cars with flour from Riesa on 12 May; 6 cars with vegetable oil from Wittenberge on 13 May; 1 car with meat and 2 cars with salt-water fish from Leipzig on 15 May; and 6 cars with noodles from Riesa on 17 May. (2)
25. Rail shipments of foodstuffs which were dispatched from the main supply depot between 19 April and 18 May included 1 car with rice, 2 cars with groats, 3 cars with barley, 2 cars with biscuits, and 1 car with salt to Dresden on 19 April; 9 cars with makhorka tobacco, 3 cars with vegetable oil, 2 cars with biscuits, 3 cars with barley, 1 car with bay-leaves and 1 car with artificial pepper and powdered mustard to the supply depot in Satzkorn on 23 April;

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12 cars with flour, 3 cars with peas, 2 cars with groats, 1 car with biscuits and 1 car with artificial pepper, powdered mustard and bay-leaves to Justerbog 24 April; 3 cars with noodles, 3 cars with vegetable oil, 1 car with makhorka tobacco and 1 car with flour to Berlin on 25 April; 10 cars with flour to Justerbog on 26 April; 10 cars with flour to Eberswalde, and 10 cars with flour to Justerbog on 1 May; 4 cars with barley, 4 cars with sugar, 3 cars with vegetable oil, 5 cars with noodles and 1 car with matches to Justerbog on 7 May; 8 cars with salt, 2 cars with makhorka tobacco, 1 car with dried bread, and 6 cars with noodles to Justerbog on 8 May; 4 cars with barley, 1 car with buckwheat, 2 cars with makhorka tobacco, 2 cars with rolled oats, 2 cars with flour, 2 cars with sugar, 1 car with dried bread and 2 cars with canned fish to Dresden on 9 May; 6 cars with makhorka tobacco, 5 cars with biscuits, 2 cars with canned food, 1 car with groats, and 1 car with artificial pepper, powdered mustard and tea to Satzborn on 10 May; 7 cars with flour to Lieberose on 14 May; 1 car with makhorka tobacco to Eberswalde on 15 May; 2 cars with peas, 1 car with rice, 2 cars with groats, 1 car with buckwheat, 1 car with canned fruit, 1 car with canned fish, 3 cars with makhorka tobacco, 1 car with tea, 2 cars with barley, 5 cars with noodles, 2 cars with salt and 1 car with canned tomato pulp to Eberswalde on 18 May; and 1 car with biscuits, 1 car with salt, 1 car with makhorka tobacco, 1 car with flour, 1 car with peas, and 1 car with vinegar and artificial pepper to Lieberose on 18 May.

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26. It was confirmed that [REDACTED] which is assigned to the main ration supply depot, also belongs to the material depot at the winter harbor. There was no change in the previously mentioned stock of field kitchens and field bakeries in the winter harbor depot, with the exception of 6 field kitchens which were shipped to Lieberose on 7 May.
27. Up to mid-May, the warehouses of the main supply depot at Frankfurt/Oder were stocked up again. The cold-storage building was full of fresh meat and canned food. Two sections of the elevator were emptied to receive 25 carloads of flour. More shipments of flour were expected to arrive.
28. Lieutenant Colonel Kalinin (fmu), chief of the main ration supply depot, who recently returned from a conference at Moscow, went on leave on 9 May. Deputy chief was Major Rubis (fmu), an officer who has been promoted recently. (1)

25X1A Comment.

- (1) Confirms the large 820th Ration Supply Depot of the GDRG on Georg-Richter-Strasse until May 1951. [REDACTED] Kalinin (fmu), 25X1A is listed as depot commandant. [REDACTED] Major Rubis 25X1A (fmu) is reported for the first time.
- (2) A large percentage of incoming and outgoing shipments were also mentioned in numerous previous reports on rail movements. The present report gives fairly complete figures of incoming and outgoing rail shipments.
- (3) The motor vehicles mentioned in paragraph 5 belong to the 32d AAA Div of the GDRG, to the 7th Gds Mecz Div of the Fourth Gds Mecz Army, to the GDRG, to unidentified air force units and to the SCC. Motor vehicles in paragraph 8 and 12 are identical with these in paragraph 5.

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- (4) [REDACTED] was probably confused with [REDACTED] which was on Soviet documents found at the Fuchsberg Kaserne, Jueterbog on 29 January 1950. 25X1C
- (5) The 800th Ration Supply Depot of the COMG, [REDACTED] is located in Satz Korn. [REDACTED] is 25X1C
- (6) Probably a distributing point which is attached to the supply depot. Numerous shipments of field kitchens to Soviet units at various places in the Soviet Zone of Germany were mentioned in previous reports on rail movements. 25X1A

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